



INDIVIDUAL TIMES - LITES GROUP C PRACTICE #2

**592** Jake M Canada  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:10.509</del>	28.216	42.293	-
2	15.522	17.727	33.948	1:07.198
3	15.079	17.301	32.441	1:04.821
4	18.650	20.132	39.311	1:18.093
5	14.861	<del>16.244</del>	30.467	<del>1:01.573</del>
6	15.217	17.487	38.575	1:11.279
7	14.854	16.569	30.684	1:02.107
8	16.878	18.205	38.692	1:13.775
9	14.716	-	-	1:12.598
10	1:09.930	19.448	2:00.743	2:02.381
11	14.907	16.969	<del>30.275</del>	1:02.150
12	15.816	18.778	37.029	1:11.623
13	<del>14.390</del>	16.854	30.584	1:01.828
AVG	15.224	17.558	31.400	1:06.895
IDEAL	14.390	16.244	30.275	1:00.908

**614** Joshua R Jackson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.459</del>	20.576	33.883	-
2	16.005	19.007	32.393	1:07.405
3	30.599	19.752	32.104	1:22.454
4	15.224	18.885	33.329	1:07.437
5	15.208	20.219	34.476	1:09.902
6	<del>15.195</del>	18.672	31.500	1:05.367
7	15.212	18.412	32.288	1:05.912
8	15.273	18.653	31.982	1:05.908
9	15.647	-	-	1:05.388
10	15.557	18.829	58.345	1:07.512
11	15.369	19.520	32.631	1:07.520
AVG	15.410	19.253	32.732	1:06.928
IDEAL	15.195	18.412	31.500	1:05.107

**711** Ronnie T Goodwin  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.698</del>	19.617	35.081	-
2	15.056	18.242	33.114	1:06.412
3	14.981	<del>17.649</del>	33.045	1:05.675
4	<del>14.684</del>	17.899	30.828	1:03.411
5	20.571	21.686	37.564	1:19.822
6	14.784	17.950	36.501	1:09.235
7	14.819	17.879	30.793	1:03.490
8	1:02.925	21.395	40.572	2:04.892
9	14.855	17.792	<del>30.630</del>	<del>1:03.277</del>
10	20.101	25.025	39.637	1:24.763
11	14.800	17.748	31.011	1:03.559
12	59.986	23.872	39.118	2:02.976
AVG	14.854	18.097	32.625	1:05.008
IDEAL	14.684	17.649	30.630	1:02.963

**727** Rhett C Urseth  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:29.945</del>	32.336	57.607	-
2	15.513	21.705	37.275	1:14.493
3	<del>14.893</del>	18.705	31.653	1:05.250
4	15.413	19.856	43.118	1:18.387
5	14.979	19.684	41.543	1:16.206
6	15.256	17.655	31.166	1:04.077
7	2:01.322	1:12.121	4.484	3:17.927
8	14.941	<del>17.533</del>	30.635	<del>1:03.109</del>
9	19.816	31.168	43.585	1:34.569
10	15.297	27.466	47.854	1:30.617
11	15.187	17.567	31.700	1:04.454
AVG	15.185	18.500	4.484	1:06.277
IDEAL	14.893	17.533	4.484	36.910

**737** Tanner J Reidman  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.345</del>	19.780	33.565	-
2	15.634	17.777	32.461	1:05.873
3	15.735	<del>17.336</del>	31.285	1:04.356
4	15.400	35.785	34.660	1:25.845
5	15.440	17.636	31.451	1:04.527
6	15.475	17.678	32.689	1:05.842
7	44.869	18.226	32.285	1:35.379
8	15.291	17.587	<del>31.028</del>	<del>1:03.907</del>
9	20.015	-	-	1:15.013
10	<del>15.173</del>	23.208	1:13.248	1:21.203
11	15.437	18.019	31.035	1:04.491
12	36.109	18.946	33.168	1:28.223
13	15.859	17.859	31.266	1:04.985
AVG	15.494	18.084	32.263	1:06.124
IDEAL	15.173	17.336	31.028	1:03.538

**741** Nate Adams  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:15.054</del>	42.797	32.257	-
2	16.299	18.941	32.526	1:07.766
3	15.594	18.460	32.383	1:06.436
4	15.621	45.659	31.840	1:33.121
5	15.524	18.263	31.555	1:05.342
6	15.576	18.436	31.723	1:05.734
7	15.499	<del>18.195</del>	31.269	1:04.963
8	4:04.053	18.643	31.925	4:54.621
9	<del>15.495</del>	18.447	31.011	<del>1:04.953</del>
AVG	15.658	18.484	31.832	1:05.866
IDEAL	15.495	18.195	31.011	1:04.701

**755** Chase A Lock  
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:12.675</del>	26.349	46.326	-
2	16.165	18.824	35.349	1:10.338

3	16.137	19.094	35.345	1:10.576
4	15.870	19.081	35.234	1:10.185
5	26.328	19.096	37.940	1:23.364
6	15.738	23.628	58.660	1:38.026
7	<del>15.615</del>	18.444	38.716	1:12.775
8	15.863	1:11.125	9.672	1:36.660
9	3:11.367	45.612	39.594	4:36.573
AVG	15.932	18.939	9.672	1:12.969
IDEAL	15.615	18.444	9.672	43.731

**758** Jason K Potter  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.718</del>	24.648	35.070	-
2	18.895	18.899	33.301	1:11.095
3	15.436	17.691	31.024	1:04.151
4	15.222	19.015	31.175	1:05.412
5	15.019	17.729	31.307	1:04.055
6	14.888	17.054	30.539	1:02.481
7	14.751	17.680	30.199	1:02.630
8	14.696	17.633	33.797	1:06.126
9	<del>14.690</del>	58.711	4.615	1:18.016
10	14.990	17.093	30.374	1:02.458
11	14.723	17.384	30.925	1:03.032
12	1:20.606	21.794	36.134	2:18.535
13	14.894	<del>17.022</del>	30.667	1:02.582
AVG	14.931	17.720	4.615	1:04.402
IDEAL	14.690	17.022	4.615	36.327

**804** Jason L Langford  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.125</del>	20.958	35.165	-
2	15.410	18.215	31.628	1:05.253
3	15.902	<del>17.732</del>	31.376	1:05.010
4	15.277	20.693	31.791	1:07.761
5	<del>14.938</del>	21.999	40.265	1:17.202
6	15.352	17.917	33.006	1:06.275
7	18.143	18.782	32.767	1:09.692
8	15.275	18.109	32.793	1:06.177
9	1:17.677	18.626	33.446	2:09.750
10	15.574	18.562	35.990	1:10.126
11	46.347	19.249	33.594	1:39.190
12	15.758	19.346	33.867	1:08.971
13	15.798	17.873	32.094	1:05.765
AVG	15.476	18.839	33.126	1:08.223
IDEAL	14.938	17.732	31.376	1:04.046

**816** Rustin Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:07.325</del>	25.059	42.264	-
2	15.930	18.792	32.583	1:07.304
3	15.887	18.148	32.487	1:06.522
4	18.677	18.157	34.757	1:11.591
5	<del>15.052</del>	<del>17.917</del>	<del>32.207</del>	<del>1:05.176</del>
6	4:25.617	20.412	43.541	5:29.569



INDIVIDUAL TIMES - LITES GROUP C PRACTICE #2

**816** Rustin Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	15.119	18.955	32.522	1:06.596
8	25.876	30.963	54.043	1:50.882
9	1:11.974	19.490	36.076	2:07.539
AVG	15.119	19.223	34.299	1:06.596
IDEAL	15.052	17.917	32.207	1:05.176

**854** Landen Powell  
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.162	20.402	35.760	-
2	15.774	17.822	32.150	1:05.746
3	16.077	18.218	33.968	1:08.263
4	15.177	18.292	35.242	1:08.711
5	21.200	18.089	35.154	1:14.442
6	14.959	17.597	31.644	1:04.199
7	2:18.647	58.756	4.777	3:22.180
8	14.903	20.192	38.657	1:13.752
9	15.155	17.773	47.539	1:20.467
10	15.009	17.955	36.713	1:09.677
11	14.822	18.094	30.923	1:03.839
12	21.474	25.488	38.107	1:25.069
AVG	15.235	18.443	4.777	1:08.579
IDEAL	14.822	17.597	4.777	37.196

**885** Jeffrey M Mann Jr  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.574	19.519	37.055	-
2	18.424	18.626	34.410	1:11.460
3	15.223	18.181	31.307	1:04.711
4	14.849	18.616	31.856	1:05.321
5	26.672	18.728	37.730	1:23.130
6	14.865	18.690	31.060	1:04.615
7	2:10.918	1:11.628	5.204	3:27.749
8	14.563	17.903	31.257	1:03.722
9	14.557	17.958	30.574	1:03.089
10	22.987	36.330	42.387	1:41.704
11	15.105	18.142	30.908	1:04.155
AVG	14.860	18.485	5.204	1:05.296
IDEAL	14.557	17.903	5.204	37.664

**888** Hunter Meyer  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:11.245	29.602	41.643	-
2	15.478	19.003	32.221	1:06.701
3	15.290	18.363	31.244	1:04.896
4	15.408	18.408	35.614	1:09.430
5	22.329	29.990	39.517	1:31.835
6	15.347	17.710	31.476	1:04.532
7	22.608	32.269	47.966	1:42.842
8	15.435	-	-	1:05.542
9	1:41.806	32.335	2:47.433	2:56.592

10	15.154	18.341	47.767	1:21.262
11	15.197	18.167	30.990	1:04.354
AVG	15.308	18.333	32.309	1:05.909
IDEAL	15.154	17.710	30.990	1:03.854

**952** Adam C Conway  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.822	23.827	35.995	-
2	15.709	21.296	33.443	1:10.448
3	15.788	26.639	32.939	1:15.366
4	15.493	19.341	32.810	1:07.644
5	15.558	18.617	33.333	1:07.508
6	46.284	19.793	33.767	1:39.844
7	15.612	18.938	32.160	1:06.710
8	1:56.033	19.914	32.207	2:48.153
9	15.716	18.919	34.052	1:08.686
10	1:10.485	24.380	36.045	2:10.910
11	15.448	19.173	41.310	1:15.931
AVG	15.618	19.499	33.675	1:10.328
IDEAL	15.448	18.617	32.160	1:06.225

**964** Derek M Stephens  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.295	26.721	42.574	-
2	16.290	21.508	35.709	1:13.506
3	15.996	20.742	35.119	1:11.857
4	15.641	19.181	37.162	1:11.984
5	15.664	19.654	34.504	1:09.821
6	16.119	20.407	43.753	1:20.279
7	15.804	19.271	33.118	1:08.194
8	52.961	-	-	1:46.346
9	15.747	19.821	1:11.333	1:18.503
10	16.087	19.428	34.286	1:09.802
11	41.047	22.283	36.199	1:39.528
12	15.716	19.770	37.135	1:12.621
AVG	15.896	20.207	35.404	1:12.952
IDEAL	15.641	19.181	33.118	1:07.940

**976** Josh Greco  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.509	23.383	35.126	-
2	15.694	19.346	32.733	1:07.773
3	15.822	20.297	32.631	1:08.750
4	15.802	19.034	49.668	1:24.504
5	40.233	19.345	34.621	1:34.199
6	15.905	18.956	33.034	1:07.895
7	1:26.948	-	-	2:20.198
8	15.762	9.650	1:01.101	1:07.213
AVG	15.797	19.396	33.629	1:07.908
IDEAL	15.694	18.956	32.631	1:07.281

**993** Trevor N Allred  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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